

TRADE.

INFORMATIONS.

AUSTRALIA'S MOTHER STATE.

NORDDEUTSCHER LLOYD,

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SELL
SHANGHAI, NAGASAKI, KOBE	"PRINZESS ALICE"	About SATURDAY,
and YOKOHAMA	Capt. P. Grotz	13th February.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"PRINZ REGENT LUFTPOLD"	WEDNESDAY,
MANILA, YAP, NEW GUINEA, BRISBANE, SYDNEY and MEL-	Capt. H. Kiehner	24th February, Noon.
KUDAT and SANDAKAN	"BORNEO"	THURSDAY,
	Capt. F. Sembil	15th February, 5 P.M.
BOURNE		
		For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 10th February, 1909.

THE YOKOHAMA DOCK CO., LTD.

NO. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft, bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

NO. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft, bottom 45.5 ft. Water on blocks, 26.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 15 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 876, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A, B, C, 4th and 5th Edt.
Liebers, Scotts, A. J. and Watkins.

Yokohama, May 23rd, 1905.

MR. SUTTOR LECTURES ON NEW SOUTH WALES.

Pleasant glimpses of the richest country in the British Empire were enjoyed by many people in Singapore, on 28th ult., when Mr. J. B. Suttor, the Commissioner in the East for the Government of New South Wales, spoke for upwards of an hour on the produce, wonders, beauties and attractions of the Mother State of the Australias. The lecture was given in the Victoria Memorial Hall, and was rendered exceptionally interesting by aid of special lantern slides manipulated by Mr. A. W. Bean. Sir Arthur Young, K.C.M.O., presided, and among others present were His Excellency, the Governor, Sir John Anderson, K.C.M.O., who was attended by Captain G. H. F. Stockley and Mr. Claud Severs, Sir W. Hyndman Jones and Lady Hyndman Jones, Lady Evelyn Young, Mr. John Anderson and Mrs. Anderson, Mr. H. Spakler, Mr. and Mrs. Paichitt, Mr. T. S. Baker and Colonel and Mrs. Broadbick.

In introducing Mr. Suttor to the gathering, Sir Arthur Young mentioned that the lecturer was appointed by his Government, five years ago, with a view to an expansion of the trade, commerce, agriculture and resources of the State, and to give reliable information about it. Among other ways he used the press and lectures to make known the resources of New South Wales. He had periodically visited Singapore and said Sir Arthur Young, "I have always been struck with his personal knowledge, and I feel sure no one is better qualified than he is to speak on the subject of the lecture."

COMMERCIAL DEVELOPMENT.

Having spoken on historical facts connected with Australia, Mr. Suttor, before proceeding to dwell on the Mother State, remarked how pleased he was to see his valued friend Mr. J. M. Sinclair, the representative of the great State of Victoria, present, and expressed the hope that he would come forward at some future date and lecture on the State he so well and favourably represented in the East (Applause). New South Wales was not only the richest country in the British Empire, per head of the population, but the world might also be included. Her commerce represented between 40 and 50 per cent. of the total commerce of the Commonwealth. During the last few years not only had her commerce doubled, but, for the year ended 1907, it equalled nearly £89,000,000, of which exports, the actual production of the soil, equalled nearly £49,000,000, and imports nearly £39,000,000. For the financial year ended June 30th last, the surplus revenue over and above internal and external requirements amounted to about £1,070,000.

Turning to the finances of the State, the lecturer said that the national indebtedness of New South Wales stood on June 30th last, at £87,635,828, of which a large proportion was locally subscribed, and most of which had been expended on works of a reproductive nature. The New South Wales railways was a striking example. For the year ended June 30th last, after paying all working expenses, interest, capital invested and other incidental expenses, they had a surplus of nearly three quarters of a million sterling. With the railways and other public works also available, Crown lands capitalised at current values, they have an enormous asset over and above their indebtedness. Labour troubles in Australia were not so great as some of which had been heard, and although it could not be denied that they had existed, they were of very short duration. But overshadowing all was the fact that law and order had been, and always would be maintained.

BEAUTIFUL PICTURES.

On the question of diminishing population facts were not as represented. They had never had a diminishing population; it had gone ahead as fast as they would like it to do. With the exception of New Zealand, they had the lowest death-rate in the world. During the last few years the population has increased by over 220,000 and a birth-rate of about 17 per thousand above the death-rate. By the liberal policy now being pursued by the Government of New South Wales and the tide of immigration getting in, the time was not far distant when New South Wales, the great Mother State, would have over 8,000,000 living descendants of the Anglo-Saxon race within her boundaries, true and loyal to the grand old Motherland—England. (Applause).

The lights were lowered, and pictures were thrown on to the screen, Mr. Suttor explaining briefly each of the views exhibited. The produce, wonders, beauties and attractions of the State were illustrated most effectively, and at the close of the lecture, when Sir Arthur Young proposed a vote of thanks to Mr. Suttor, there was little doubt, judging from the applause, that everyone had appreciated the entertainment and that the lecturer had their sympathy from start to finish.—*Sunrise Times*.

STORM WARNING ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here:

1. A CONE point upwards indicates a Typhoon to the North of the Colony.

2. A CONE point upwards and the UM below indicates a Typhoon to the North-East of the Colony.

3. A DOME indicates a Typhoon to the East of the Colony.

4. A CONE point downwards and the DEUM below indicates Typhoon to the South-East of the Colony.

5. A CONE point downwards indicates Typhoon to the South of the Colony.

6. A CONE point downwards and the BALL below indicates Typhoon to the South-West of the Colony.

7. A BALL indicates Typhoon to the West of the Colony.

8. A CONE point upwards and the BALL below indicates Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions—that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. *Tamar*, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. *Tamar*.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Red Green Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted for the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNING.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

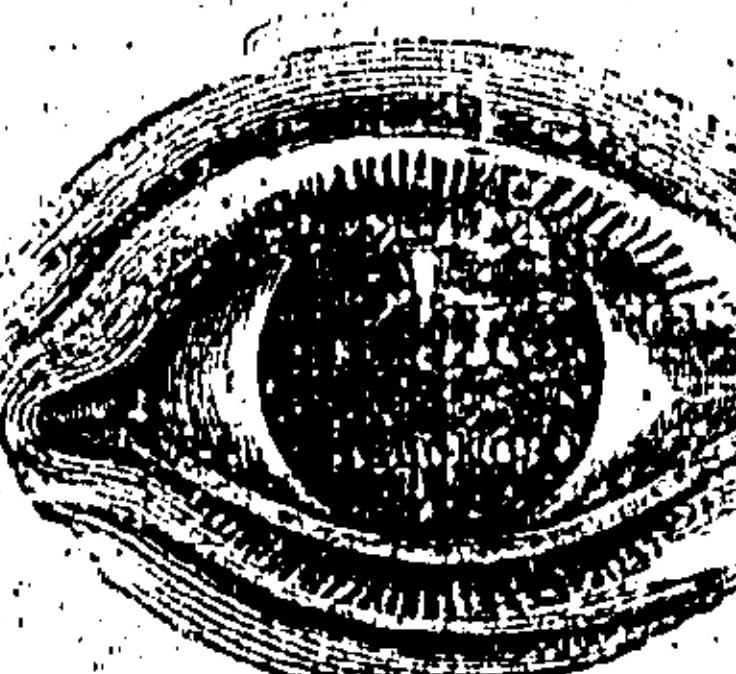
Cap Rock. Aberdeen.
Waglan. San Ki Wan.
Stanley. San Kong.
Cape Collinson. Sha Tau Kok.
Tal Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal, from the Signal houses.

F. G. TIGG. D. D. D.

EYES RIGHT!



N. LAZARUS, OPHTHALMIC-OPTICIAN.

CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON, CALCUTTA, SHANGHAI,
1, John Street, Bedford Row, W.C. 5, Bentick Street, 566, Naoki Road
Marseilles, SALAZIE. Magnon and March, at 1 P.M.
Transhipment on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black sea.

Through Tickets to London via Paris from £27.10 up to £71.10, 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPMORIN,

AGENT,

QUEEN'S BUILDINGS.

Hongkong, 3rd February, 1909.

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MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.
S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.

Departure from Hongkong at 10 P.M. (Saturdays excepted).

Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite Shamen.

For further particulars, please apply to the COMPAGNIE'S OFFICE at Shamen, Canton, or to their Agents.

BARRETO & CO., Hongkong.

Hongkong, 9th October, 1908.

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WEST RIVER BRITISH STEAMSHIP COMPANIES.

HONGKONG-WUCHOW LINE.

THE Steamers "LINTAN" and "SAN-UI" sail from HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 4 DAYS.

These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity.

THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS IS VERY FINE AND EXHILIRATING.

For further information apply to BUTTERFIELD & SWIRE, AGENTS,

WEST RIVER BRITISH S.S. COMPANIES,

Singapore 26th March, 1909.

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Intimation.**A SHADOWLAND OPIUM CONFERENCE.***[Continued from page 5.]**"O magna via veritatis!" Cicero.
"We speak the Truth in Shadowland."* Anon.

III.

Minutes of a meeting on January 3, 1900, at the Celebrities' Club, Spookton, Shadowland. Present, H.M. Tao Kuang, Emperor of China, from 1821 to 1851, in the Chair; H.E. Lin, Opium Commissioner to Canton; Howqua, a member of the Co-hong, whose real name was Woo Tung Yuen; Lord Napier, First Official "Superintendent of Trade to Canton"; Capt. Elliot, who succeeded him; Mr. Jardine and Mr. Dent, British merchants; Mr. W. S. Wetmore, an American merchant; Mr. Reed, American Minister, Lord Palmerston, Lord Shaftesbury, a Chinese Mandarin, and others.

H. M. Tao Kuang.—The object which H. E. Lin has in calling us together to-day is the shedding of light into the minds of the Illustrious Obscure who are shortly to gather at Shanghai for the further discussion of the now world-wide question of opiates. The revelations of this Shadowland community cannot but disabuse men's minds of some prejudices which have still further darkened the natural dullness of perception amongst the Opaques of the Terra Obscura.

H. E. Lin.—I propose to say little myself, your Majesty. My opinions are better known than my fate (except to your Majesty), and there are others better qualified than I to exhibit the true state of affairs which existed in Canton during those stirring events. You were there a little before I came, weren't you?

Lord Napier.—I was. Some of you must recollect my coming, and the communication I brought from the British Government.

Howqua—I do. It bore the superscription "Letter," not the ordinary one, "Petition." Not one of our mandarins, I remember, would even so much as touch it.

Napier.—It was you who first put my name into Chinese, wasn't it?

Howqua.—No, somebody else did that. I merely substituted other characters having the same sound.

Napier.—And what did the substituted characters really mean?

Howqua.—They meant "Laboriously Vile."

Napier.—Humpah! You had the better of us there, hadn't you?

Howqua.—We thought so.

Napier.—And yet I was merely asking . . .

H. E. Lin.—You were merely asking for such treatment of English gentlemen in China as any Chinese coolie would have got in England. But, being barbarians, in our eyes, you could only approach us by way of subtlety, and obey us in the manner of slaves. We forbade you the poor dignity of sedan chairs in order to emphasize the fact that Chinese were too good to be your bearers. We laughed at the "Ta" in your country's name, "Ta Ying Kwoh"—"Great" England, indeed! Ho, ho, ho!

You talked of your Queen, but we knew that though there might be many Wangs, there was but one Huangti, just as there is but one sun in the heavens, and so I proceeded to issue my "Commands." I required obedience, repentance, and reform. I ordered the surrender of all the opium and the giving up of the recalcitrant Dent.

Mr. Dent.—Who didn't quite see it, eh? He knew all about the tender mercies of a Government which "cherished strangers from afar."

H. E. Lin.—Exactly. Hostages had but one advantage in these days:—They knew that their troubles might soon be over.

Mr. Jardine.—But there was one thing which we did not know, and that was, where the justice of your demands came in. We had openly carried on a trade for years and years. Your officials had not only not forbidden us to do so, but they had actively assisted us in the work. Prohibition there had been: we well knew that so did they. But there had also been prohibitions of tobacco, gambling, and other things, not one of which, but was accounted a dead letter, obsolete, condemned, ignored. There was no means of enforcing them.

H. M. Tao Kuang.—Mr. Jardine has hit upon the real cause of all our troubles at that time. Any country for its perfect government needs qualities of three kinds, Mental, Moral, and Material. In sufficient abundance we had neither. I can see now that we were mentally deficient, morally corrupt, and materially weak to the verge of contempt. What is Law? Is it not the expression of the will of the strongest? That being so, Chinese law from 1835 to 1865 was the law of the smuggler and the rebel, neither of whom could we subdue without the mortification of outside assistance.

Capt. Elliot.—It was for this reason, your Majesty, that foreign nations dealt as gently as they could with you. Personally no one saw the evils of opium more vividly than I. I urged this upon Lord Palmerston. But it was outside the scope of my instructions to enforce a Chinese law which your Majesty's self was unable to enforce. The civilized Government undertake such a task, or asks it of others. I could bind Britain alone, and then only when breaking British law.

H. E. Lin.—That was true. I found after the British had surrendered their opium that they were responsible for about a moiety only of the whole trade.

Mr. Wetmore.—We were all in it more or less. I myself surrendered 103 chests, and I was an American.

Mr. Reed.—Was there not another reason afterwards why we Americans gave up the trade?

Mr. Wetmore.—There was a very good one—we didn't produce any opium!

Lord Palmerston.—We did or rather India did, and, as a government, we looked upon the question entirely from a business point of view. We had made agreements with one nation for the import of rum and brandy, with another for wine, with another for tobacco, and so on, and we didn't see any such vast difference between these and opium as to call for special treatment.

In use, they minister to basins apparently inane, in abuse they are all equally deadly. H. I. Majesty has just told us that the authorities were as impotent in China to prevent this trade as we were in England to stop the sale of alcohol. What then remained but regulation of what could not be prohibited?

H. M. Tao Kuang.—I trust that these revelations will assist the illustrious Obscure in winning the shaft of terrestrial cross-purposes from the grain of fact. They must not forget though, that it is possible to keep a wolf from the front door while a tiger is stealing in at the back. Then the spirit disposed would be mocked by the demon in possession.

Lord Palmerston.—That was and is a question for China herself. She had then to stand by her own strength or fall through her own weakness. She had no treaties with anybody.

H. E. Lin.—Just so. We were above them.

Lord Shaftesbury.—But your countrymen as a whole desired suppression, did they not?

A Chinese Mandarin.—My countrymen were divided into three classes:—Ninety per cent. of them knew little or nothing of opium; nine and ninety-nine hundredths per cent. including vast numbers of the officials, used the drug and were determined to continue so doing; the numerically insignificant remainder formed the Chinese Anti-Opium Society, and had influence at Court. Now, you see why suppression though making a great noise was doomed to fail. I smoked opium, so did all my friends. H. E. Lin did not. He was that rare bird which visits China once in ten thousand ages. Incorruptible by smoke or sycee he carried out his orders from above and—destroyed 20,233 chests surrendered to him.

Capt. Elliot.—20,197, not 20,283.

Mandarin.—Our authorities say 20,283; Professor Douglas and I think others support us.

Capt. Elliot.—Dr. Hawks Pott, I am glad to see, corrects the error. The difference is easily explained: The smaller number was the number first given up. Later on a man named Jones tried to dispose of an additional eight chests at the very time that the foreign community was in the greatest danger. I told him that he had painfully increased the risks and embarrassments of the situation, advised him to depart with all practicable speed, and handed over the extra 8 chests, thus making up the greater total.

At this juncture there was a short adjournment.—*N. G. D. News.*

Auctions.**PUBLIC AUCTION.****THE SECOND SALE OF THE STOCK-IN-TRADE****OF MADAME JAYS' LIMITED,****will take place****TO-MORROW****the 12th February, 1900, commencing at****10.30 A.M. at their Premises,****Des Voeux Road.****This Sale will include AFTERNOON and****EVENING GOWNS and ROBES and a****Selection of TRIMMED HATS.****TERMS:—Cash on delivery.****On View from Wednesday, the 10th Febru-****ary, 1900.****GEO. P. LAMMERT,****Auctioneer.****Hongkong, 11th February, 1900.****PUBLIC AUCTION.****THE Undersigned have received instructions****to sell by****PUBLIC AUCTION,****FOR ACCOUNT OF THE CONCERNED,****on****SATURDAY,****the 13th February, 1900, at 11 A.M., at their****Sale Rooms No. 8, Des Voeux Road,****corner of Ice House Street;****A QUANTITY OF****ENGLISH JEWELLERY,****Comprising:—****DIAMOND RINGS, PINS, BROOCHES,****BRACELETS, GOLD WATCHES, FOUNTAIN****PENS, SUNSET DIAMONDS, SILVER****WARE, GRAMOPHONE RECORDS,****MISCELLANEOUS GOODS, CAMERAS,****MANDOLINES, GUITARS, MACKINTOSHES,****OVERCOATS, HATS, DRAWING****INSTRUMENTS, SEXTANTS, HART-****FORD, and REMINGTON TYPEWRI-****TERS, ELECTRICAL GOODS, 18-K.****GOLD CHRONOMETRE, WATCH,****LARGE DIAMOND RING, COLLECTION****OF STAMPS, RARE OLD VIOLIN, &c.****ALSO:****SURVEYOR'S THEODOLITE COM-****PLATE;****AND****1. CHRONOMETER by Barrand, and****2. CHRONOMETER by Hughes.****Catalogues will be issued.****TERMS:—As usual.****HUGHES & HOUGH,****Auctioneers.****Hongkong, 9th February, 1900.****Intimation****RACE NUMBER****THE KALEIDOSCOPE**
(Tom Swaby's Magazine).**ON SALE EVERYWHERE,****or from****14, ALEXANDRA BUILDINGS,****Hongkong, 10th February, 1900.****LEE YEE****HAIR DRESSING SALOON.****HAS ALWAYS ON HAND****CIGARS, CIGARETTES****AND****TOILET REQUISITES****FOR SALE.****14, D'AGUILAR STREET,****HONGKONG.****Hongkong, 1st February, 1900.****Intimation****Intimations.****CONFIDENCE**

said Lord Chatham, "is a plant of slow growth. People believe in things that they see, and, in a broad sense, they are right. What is sometimes called blind faith is not faith at all. There must be reason and fact to form a foundation for trust. In regard to a medicine or remedy, for example, people ask: 'Has it cured others?' Have cases like mine been relieved by it? Is it in harmony with the truths of modern science, and has it a record above suspicion? If so, it is worthy of confidence; and if I am ever attacked by any of the maladies for which it is recommended I shall resort to it in full belief in its power to help me.' On these lines.

WAMPOLE'S PREPARATION

has won its high reputation among medical men, and the people of all civilized countries. They trust it for the same reason that they trust in the familiar laws of nature or in the action of common things. This effective remedy is palatable as honey and contains all the nutritive, and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. It quickly eradicates the poisonous, disease-breeding acids and other toxic matters from the system; regulates and promotes the normal action of the organs, gives vigorous appetite and digestion, and is infallible in Prostration—following Fevers, Anemia, Scrofula, Influenza, Wasting Disease, Throat and Lung Troubles, etc. Dr. W. A. Young, of Canada, says: "Your tasteless preparation of cod liver oil has given me uniformly satisfactory results, my patients having been of all ages." It is a product of the skill and science of to-day and is successful after the old style modes of treatment have been appealed to in vain. To try it is to trust to it forever after. It cannot disappoint you and is effective from the first dose. Sold by chemists everywhere.

Capt. Elliot.—20,197, not 20,283.

Mandarin.—Our authorities say 20,283; Professor Douglas and I think others support us.

Capt. Elliot.—Dr. Hawks Pott, I am glad to see, corrects the error. The difference is easily explained: The smaller number was the number first given up. Later on a man named Jones tried to dispose of an additional eight chests at the very time that the foreign community was in the greatest danger. I told him that he had painfully increased the risks and embarrassments of the situation, advised him to depart with all practicable speed, and handed over the extra 8 chests, thus making up the greater total.

At this juncture there was a short adjournment.—*N. G. D. News.*

RACE HOLIDAYS.**THE EXCHANGE BANKS** will be **CLOSED** for the Transaction of **BUSINESS** at **11.45 A.M.** on **TUESDAY, WEDNESDAY and THURSDAY**, the 16th, 17th and 18th instant respectively.

Hongkong, 10th February, 1900. [165]

HONGKONG ICE COMPANY, LIMITED.

IT is hereby notified that on and after the 1st March, the selling price of ice, will be reduced to ONE CENT per pound.

JARDINE, MATHESON & CO., LTD.,

General Managers.

HONGKONG ICE COMPANY, LIMITED.

10th February, 1900. [166]

JURORS LIST—1900.**JURORS LIST—1900.**

ILLUSTRATION.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

HIGH-CLASS
CONFECTIONERY.

We have just unpacked our NEW SEASON'S CONFECTIONERY imported from the leading London, Parisian and American Houses.

CADBURY'S CHOCOLATES.

IN FANCY BOXES:

CHOCOLATE ALMONDS, CHOCOLATE WALNUTS, CHOCOLATE DE LA REINE, VIENNA CHOCOLATE and others, in Great Variety.

FULLER'S CONFECTIONERY.

COCONUT TAFFY, ALMOND TAFFY, CREME APRICOTS, SUCRE DE LA CREME CARAMELS, PEPPERMINT LUMPS, MARSHMALLOW BALLS &c. &c. &c.

A. S. WATSON & CO.,
LIMITED.ALEXANDRA BUILDINGS
AND
KOWLOON DISPENSARY.

Hongkong, 5th January, 1909.

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any contribution.

SUBSCRIPTION RATES (IN ADVANCE)
DAILY—\$6 per annum.
WEEKLY—\$18 per annum.

Three per quarter and per annum, proportional to the period less than one month will be charged as for a full month.

The daily issue is delivered free where the address is accessible to messengers. Peak subscribers can have their copies delivered at their residence without any extra charge. On copies sent by post, an additional \$1.00 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 80 cents per quarter.

Single Copy, Daily, ten cents. Weekly, twenty-five cents (for cash only).

The Hongkong Telegraph

HONGKONG, THURSDAY, FEBRUARY 11, 1909.

BRIDGE BUILDING IN CHINA.

Some remarkable feats of bridge-building have been performed in the last few months by French engineers who are in charge of the construction of the railroad which is to connect the city of Yunnan, capital of the Chinese province of that name, with Lao Kai, on the border of the French province of Tonkin. Nine steel viaducts, having an aggregate length of about 1,500 feet, have been constructed, some of them under circumstances of extraordinary difficulty. The one which called for the greatest exercise of ingenuity has been thrown across the Pei-Ho; not the great Chinese river of that name, but a minor stream tributary to the Song Koi, or Red River. At this point the railroad line emerges by tunnels driven through towering peaks of solid rock on both sides of a valley the walls of which are almost precipitous for several hundred feet.

From one tunnel mouth to the other is a distance of 250 feet. Owing to the steepness of the rock on both sides and the torrential character of the stream all ordinary methods of bridging were inapplicable. The problem was solved by placing two girders of triangular shapes—arabesques, or crossbows, the French engineers call them—to be stepped in the rock far below the roadway and meeting in the middle in the form of a huge letter A, the horizontal girders being then run from the tunnels to their apex. Five of all men were lowered to construct the anchorages by quarrying out the rocks. Then the steel beams and braces were brought up

from Ham, the capital of Tonkin, by rail to the furthest completed point of the road. Thence they were transported on skids a distance of eighteen miles by coolies. Then the long beams were lowered vertically to the anchorages, and the arbalests were constructed in that position, largely by riveters slung in boats' chairs or mounted on dizzy scaffolding until the two great girders were completed. During the construction the girders were held vertical by a gearing of wire cables veered over windlasses anchored to the rock inside the tunnels. When both girders were completed they were slowly lowered simultaneously from each side until they met. It was an anxious time for the engineers until it was found that all the calculations had been correct and the arbalests met true—plumb over the centre of the chasm. Then they were riveted together and braced and the longitudinal girders were run out and fastened to them with fish plates.

The building of the arbalests was begun on May 22nd of this year. They were finished by the end of June, but they were not lowered into place until July 22nd because the gigantic windlass and tackle were not ready. The roadway of the bridge is 260 feet above the stream. The railroad when complete will be 392 miles long. It will connect at Lao-Kai with the French Tonkin Railroad, which runs to Hanoi and Haiphong, the principal port of Tonkin. This will make a continuous line of about 675 miles from the capital of Yunnan to the sea. At the beginning of this year only nineteen miles of the Yunnan road were complete, running from the frontier to Hokow, but 273 were under construction. By January 1, 1909, trains will be running to Meng-foo, about half the length of the road. It will take more than another year to reach Yun-nan, as the region is extremely wild and mountainous, the terrain itself being more than 6,400 feet above sea level. The region traversed has great mineral wealth.—*New York Sun.*

LOCAL AND GENERAL.

MR. G. E. Morell, who had proceeded to Sandakan to relieve Mr. Barlow, arrived from Hongkong by the s.s. *Bornéo* on the 5th ult.

Trik Agents (Messageries Maritimes Co.) inform us that the cargo of silk shipped on board the *Ernest Simon* which left this port on the 4th ult. was delivered in Lyons on the 8th inst.

China cannot be made a modern State, as Japan has been, without multiplying indefinitely its wealth and its trade, and without, therefore, enriching all who have relations with it.—*Statin.*

At the Staveley Coal and Iron Company's Markham Colliery a huge lump of coal has been got. In the rough it weighed, says the Engineer, over 7 tons; after dressing it measured 3 ft. by 5 ft. by 8 ft., and weighed over 4 tons.

Mr. W. H. Penney, Professor, left Sandakan, per G.Y. *Petrel* on 18th ult. to visit Batu-Puteh Estate. Upon his return to Sandakan Mr. Penney stated that crocodiles and wild pigs were very plentiful on the Kinabatangan; he shot seven crocodiles during the trip.

DR. G. P. Jordan reports this morning that Her Excellency Lady Lugard's condition may now be considered to have entered the convalescent stage; but it will be some weeks before her strength will allow her to be out. No further bulletins will now be issued.

A RETURN was issued on December 24th relating to the cost of military operations undertaken on the Indian frontier and elsewhere between 1899 and 1908. For the mission to Tibet 5,000 troops were employed, and the approximate cost was £15,000,000 rupees. On the Aden Boundary Commission 3,000 troops were employed, at a cost of £1,420,000 rupees. The question of a contribution by the British Treasury towards the cost of the Commission is still under consideration.

THE second hearing of the circumstances under which the late Lance-Sergeant Mills, of the Hongkong Police, met his death, which was as unexpected in its occurrence as it was dastardly in its perpetration, took place at the Magistracy this afternoon when the four men who are alleged to be concerned in the outrage on Chinese New Year Eve, were again placed before Mr. J. R. Wood on a charge of alleged armed robbery. Further evidence was taken and the case remanded.

THE contract for the construction of the new graving dock at Singapore has been given to Messrs. Topham, Jones and Railton, who finished recently the new Admiralty dock at Gibraltar. There are at present harbour improvement and dock work in progress at Singapore involving an expenditure to the Colony of between two and three millions sterling. The contractors engaged are Sir John Jackson, Limited (mole and harbour reclamation), Westminster Construction Company (wharf accommodation and large wet dock), and now this new contract.

INVITATIONS have been issued for the "At Home" to be given by the yacht owners of the Royal Hongkong Yacht Club at the Club-house on Saturday, the 13th March, at 2.45 p.m. The Ladies' Race will start at 3 p.m. for Handicap Class (1st prize for Handicap Class); and prizes for this class and 1st and 2nd prizes for Open-class (1st prize presented by yacht owners). The Band of The Buffs will play selections of music from 3.15 to 5.15 p.m. Special trams will leave from Murray Barracks at 7.30 p.m. and from the Club-house at 5.30 p.m.

CANTON DAY BY DAY.

OFFICIAL BUSINESS RESUMED.

[From Our Own Correspondent.]

Canton, 10th February.

On the 10th day of this month (the 9th instant)

the official year was reopened for the transaction of public business.

AN UNSAVOURY DUTY.

With reference to the fire on the 30th ultimo at Tai-sha-tau, seven more dead bodies were recovered yesterday by the volunteer workers of the Canton Foo-gung Hospital on board the Government launches in the harbour. The hospital men are still busily engaged in looking for floating corpses and their zeal in the unsavoury duty has not been abated. The two Magistrates of Namboi and Panyu have each subscribed four hundred dollars towards the expenses for the recovery and burying of the dead bodies.

PURITY CRUSADE.

As an outcome of the fire at Tai-sha-tau, the Viceroy, besides prohibiting the boat people from re-constructing their craft and resuming their business, has again issued a proclamation commanding the extinction of immoral trade afloat.

SNAKE STORY.

In recent years, during the winter season, most of the native people in the city of Canton entertain a penchant for eating snakes which they believe to be good for health; so snakes are found to be on sale in many places in the city. At the end of last year snakes to the number of several hundreds were kept by a snake-vendor in Tai-Luk Po, in a large basket. As the basket was not securely closed, a number of the snakes got out and invaded the neighbouring houses. Cattle have been stung by the venomous reptiles. The neighbouring people prosecuted the snake-vendor, who has been ordered to remove to half a month's time.

KIDNAPPER ARRESTED.

Yesterday morning, when the steamer *Nanking*, was on her way to Canton from Wuchow, she was boarded by a number of passengers at Samshui on her arrival there. Of these new passengers some fifteen were discovered to be kidnapped as "Chi-Tsai" ("little pigs," or emigrants). On the steamer's arrival at Canton the men were handed to the Water Police together with the kidnapper to be dealt with.

A CHILD'S DEATH.

ACCIDENT IN ABERDEEN HARBOUR.

An inquiry was held at the Magistracy this forenoon into the circumstances surrounding the death of Mok-Loo-Tak, a female child, which met its death by drowning in Aberdeen harbour on the 5th inst. It appears that on that day, the father of the child, a Chinaman residing at 44, Cochran Street, engaged a boat at Aberdeen to go to Lamme Island and that the boat capsized on the way. Mr. J. H. Kemp presided, while the following jury were empannelled—Messrs. R. D. Watt, T. F. A. Bunn and G. F. Malden.

The father's "evidence" showed that on the 5th inst. he engaged a boat at Aberdeen to proceed to Lamme Island. Besides himself, there were his wife, son, daughter, elder sister, two children and a servant. They had not proceeded far when their boat capsized. They were rescued by a sampan, but the child's body was found to be missing. Next day, the body was found.

Dr. Hunter said that on the 6th inst. he found the dead body of a child about five years old, on which he held a post-mortem examination and found that death was due to drowning. Sergeant Sim of the local Police Station, also gave corroborative evidence.

Mr. Kemp said the point to consider was how far the capsizing of the boat caused the death of the child. The licence allowed only five passengers, including the crew, while the boat actually carried eight. Therefore they should consider—

1. Cause of death.

2. Whether death was due to any breach of duty or negligence on the part of the persons in charge of the boat. If there was, then there was also a breach of the Shipping Ordinance, which rendered them liable to manslaughter, provided there was substantial evidence that the cause of death was due to the overcrowding of the boat. The evidence was rather meagre, but that was the only evidence they had.

The jury retired for a few minutes and returned the following verdict:

1. Death was due to drowning.

2. Death was due to misadventure, there being no evidence to show the cause of the capsizing of the boat.

BRIGANDS IN SINGAPORE.

BENEFICIAL REPORT FROM SAIGON.

Chinese brigands captured in Upper Tonkin, continue to be forwarded to Singapore by the Government of Indo-China, says the *Saigon Opinion*.

Every mail steamer arriving there from that province brings numbers of these evil-doers for despatch to Singapore, and it seems that the inflow is likely to continue for a good while. Flying columns in Upper Tonkin are hunting down the brigands and capturing many of them each day.

In connection with the above, we are officially informed that the Straits Government has consented to receive 700 of these men, who are not really brigands, but may be correctly described as refugees. They are arriving in batches by every ship and are considered to be a superior class of Chinese.

MR. H. L. Chittenden of the British Borneo Petroleum Syndicate, accompanied by Messrs. Siligand and Ashmead-Bartlet, reached Tawau on 7th January, by the s.s. *Murphy*. The Band of The Buffs will play selections of music from 5.15 to 5.30 p.m. Special trams will leave from Murray Barracks at 7.30 p.m. and from the Club-house at 5.30 p.m.

INVITATIONS have been issued for the "At Home" to be given by the yacht owners of the Royal Hongkong Yacht Club at the Club-house on Saturday, the 13th March, at 2.45 p.m. The Ladies' Race will start at 3 p.m. for Handicap Class (1st prize for Handicap Class); and prizes for this class and 1st and 2nd prizes for Open-class (1st prize presented by yacht owners). The Band of The Buffs will play selections of music from 5.15 to 5.30 p.m. Special trams will leave from Murray Barracks at 7.30 p.m. and from the Club-house at 5.30 p.m.

A PARSON IN DIFFICULTIES.

SERIOUS CHARGE AGAINST MERCHANT.

Before Mr. J. R. Wood, Second Police Magistrate, at the Police Court, this morning, C. J. Merchant, alias C. Jones, a Parson, was arraigned on a charge of the alleged embezzlement of \$50 pesos. In the jurisdiction of the United States on the 7th inst. Detective-Sergeant Wilden prosecuted, while the defendant was represented.

The defendant—I am a business man and I can't afford to remain in Police custody. I have papers to prove that I possess property in Bombay. I can find securities. I will find bail for my release. I have some money, but the Police have taken it away from me.

Mr. Rutledge, who was present in Court, was asked if he was willing to stand bail on behalf of the defendant, but this he said he was not prepared to do. He, however, applied for permission to see the prisoner while in Police custody, which was granted.

The case was remanded to Thursday next, the 8th instant, at 10 o'clock and is likely to prove of interest.

A TAILOR'S SORROW.

WOMAN ASSAULTS SARTORIAL ARTIST.

That a tailor's calling is by no means a betrothal, especially in Hongkong, was proved by a case which came on before Mr. J. H. Kemp, First Police Magistrate, at the Magistracy this morning, when the thorny paths which the sartorial fraternity has to tread was sufficiently demonstrated to make them feel their way cautiously in their future dealings. It appears that at about 2.30 on the afternoon of last Monday, a tailor named Che Shing, of 1, D'Aguilar Street, together with a *foli*, proceeded to No. 42, Wellington Street, where a woman named Luddie Cainberg resides. The purpose of their visit was to conclude some arrangements for the completion of a silk dress which the woman had ordered. He asked them to go with her to an Indian shop to confirm the purchase of some silk, but this the two men refused to do, which appeared to incense the woman. A squabble ensued, when the woman is said to have thrown a chair at the *foli*. She then turned her attention to the tailor himself, striking him several times on the head with a carved blackwood figure which she seized from a table near by. By this time, the unfortunate tailor's head was bleeding profusely. He was taken downstairs and handed to an Indian policeman, who instructed him to take summons against the woman.

This morning, the tailor made his appearance before Mr. J. H. Kemp, with his head badly battered, and showing unmistakable signs of rough handling. The woman, asked why she had assaulted the complainant, drifted into a long story of a dress which did not fit. This, however, did not affect the magistrate mind one way or the other, and she was fined \$5 and ordered to pay \$5 compensation. The defendant left the Court with audible murmurings about a spoilt dress.

OPIUM SMUGGLING AT BATAVIA.

Large seizures of contraband opium at Tanj Priok, the harbour of Batavia, have just shown that it pays to smuggle the drug in Java, where the monopoly selling price is about nine times the prime cost of the article.

The Batavia *Nieuwsblad*, of January 19, gives particulars of the seizure of 25,000 guilders worth of the drug a few days previously. According to the journal, the smuggling is mostly done through steamers which come from Singapore and China. The profits are so great that the crews too often abet the smugglers. Along the Java coast smuggling goes on briskly. The gains are so enormous that the risk runs sinks to nothing. Once safely on shore, the opium finds ready buyers, and the smugglers laugh at the Government.

MARINE COURT.

PROJECTING "YULOS."

In the Marine Court, this morning, before the Hon. Commander Basil Taylor, R.N., Harbour Master, three boat people were charged with failing to keep the "yulo" of their boats out of water and rigged in so as not to project outwards whilst alongside of a ship in the harbour yesterday.

Policeman J. F. Edwards, who prosecuted, stated that at 1.45 yesterday afternoon, he saw one of the boats tied up alongside a Japanese steamer with the "yulo" in the water. Two other boats were also tied up in a similar manner alongside of a ship in the harbour yesterday.

Two of the defendants were fined \$5 each while the third was fined \$1.

NO LIGHT.

In the same Court, Sergeant Jackson proceeded against Leung Ip, owner of an unlicensed juk, with failing to exhibit the Regulation light.

It was stated by prosecutor that at 7.15 p.m. yesterday, he saw defendant's boat under way off Stonecutters' without a light at the mast-head. A light was, however, displayed aft. On being asked why he did not have a light at the mast-head, defendant replied that he didn't know. A fine of \$15 was imposed.

DISREGARDING HARBOUR REGULATION.

Three boat women were charged, at the instance of P. C. O'Connor, with mooring their boats within 10 yards of low water-mark during prohibited hours (at 4 a.m. this morning).

Defendants' boats were found lying in the Southern Fairway at the steps, alongside the Wing Lok Street wharf. No permits could be produced by the defendants when they were asked for them.

Telegrams.

"HONGKONG TELEGRAPH"
SERVICE.

THE IMPERIAL MAUSOLEA.
THEIR GREAT COST.

[By courtesy of the "Sheung Po"]

Peking, 10th February.

The Prince Regent has given directions that the Imperial mausolea should be completed within three years. Their cost is estimated at six million taels.

HEAD SHAVING.

PERMITTED AFTER FEB. 22.

[By courtesy of the "Sheung Po"]

Peking, 10th February.

The Board of Rites has telegraphed to all the Provinces that the people will be allowed to shave their heads again from and after the first day of the second moon.

ONE TAEL COINS.

ALTERING THE STANDARD.

[By courtesy of the "Sheung Po"]

Peking, 10th February.

The idea of minting one-tael silver coins originated with Yuan Shih-kai.

Duke Tsai, president of the Ministry of Finance, has memorialized the Throne praying for authority to have the standard weight of silver of the coin changed to seven mace two candarens.

VICEROYAL APPOINTMENTS.

PROMOTION FOR HSI LIANG.

[By courtesy of the "Sheung Po"]

Peking, 10th February.

H.E. Hsu Shih-chang, Viceroy of the Three Eastern Provinces, has been appointed President of the Ministry of Posts and Communications (vice Chan Pek dismissed).

H.E. Hsi Liang, Viceroy of Yunnan and Kweichow Provinces, has been promoted to the Viceroyalty of the Three Eastern Provinces.

Li King-hei has been given the appointment as Viceroy of the Yinkwei Provinces (in succession to H.E. Hsi Liang, promoted).

Later.

The appointments of H.E. Hsu Shih-chang as president of the Ministry of Posts and Communications, and of Li King-hei to the Yunnan and Kweichow Provinces, have been made on the recommendation of Grand Councillor Chao Chih-tung.

VOLUNTEER CORPS' ORDERS.

SANDER'S CUP COMPETITION.

15 pr Q.F. Gun Practice Stonecutters Parade.—At Blake Pier at 10.45 p.m. on Saturday, the 13th instant.

Dress—Khaki and putties, Service dress cap. Officers—Sam Browne belts without swords.

CHURCH PARADE—ST JOHN'S CATHEDRAL. Parade.—At head-quarters at 10.15 a.m. on Sunday, the 14th instant.

Dress—Serge uniform, helmet with badge, belt and side arms, black boots.

ARTILLERY AND INFANTRY COMPANIES. Parade.—At head-quarters at 5.30 p.m. on Monday, 15th, and Friday, 19th instant, for Maxim gun drill practice for Gascoigne Shield Competition. Sergt. Moore, R.G.A., will attend on 15th and Sergt. Eveleigh on 19th.

TAIKOO'S DETACHMENT. Parade.—At Quarry Bay at 5.30 p.m. on Thursday, the 18th instant, for Maxim gun drill. Sergt. Eveleigh, R.G.A., will attend.

ENGINEER COMPANY. Parade.—At West Fort, Kowloon at 6 p.m. on Wednesday, the 17th inst., for technical instructions.

GASCOIGNE SHIELD COMPETITION. The competition for the above shield will take place on Saturday, 27th February.

LEAVE.

Lieut. J. A. T. Plummer is granted leave of absence out of the Colony for 11 months with effect from the 1st February.

Captain T. Skinner is granted leave of absence out of the Colony for 12 months with effect from the 1st March.

Capt. A. W. J. Peake is granted leave of absence out of the Colony for 9 months with effect from the 3rd instant.

Sapper J. Longstaff is granted leave of absence out of the Colony for 12 months with effect from the 8th instant.

Gunner G. G. Wall is granted leave of absence out of the Colony for 10 months with effect from the 8th instant.

RESIGNED.

Sergt. P. Bendersen is permitted to resign on leaving the Colony with effect from the 3rd instant.

Gunner H. D. Dewsbury is permitted to resign on leaving the Colony with effect from the 3rd instant.

NO. 2 COMPANY.

Owing to the Church Parade taking place on Sunday next, 14th inst., the fourth monthly cup shoot will take place in the afternoon at Tai Hang Range commencing at 2.30 p.m. instead of in the morning as previously notified.

A SHADOWLAND OPIUM CONFERENCE.

"Omega Silverleaf, Cleve." "We speak the Truth in Shadowland." Amoy.

Minutes of a meeting held on January 2, 1909, at the Celebrities' Club, Spottiswoode, Shanghai.

Present: H.E. Lin Tse-hsu, p.cial. Commissioner appointed in 1899 to suppress the opium traffic in Canton; Chinese Admiral, in command of the war junks there at the same time; Thomas de Quincey, Author of the "Confessions of an Opium Eater," and one of England's most brilliant writers; Samuel Taylor Coleridge, Poet, Essayist, Philosopher, and Opium-Eater. Wrote the "Ancient Mariner," etc. etc.; Lord Shaftesbury, Professed Philanthropist and Member of the A.O. League; Dr. Medhurst, A celebrated Medical Missionary, traveller, and Sinologue, with others.

The minutes of the previous meeting were taken as seen."

Lord Shaftesbury.—In the absence of the Emperor Kien Lung, I beg to propose that H.E. Lin take the chair. (Carried nem. con.)

H.E. Lin.—Gentlemen. We are here today to add to the general consideration which occupied our attention yesterday a consideration of those special and personal causes for the popularity of opium which exist amongst the peoples of the earth. I, myself, am unable to enlighten you on this point; but there are others present who can. You will notice that they do not all come from the Flower Land, Chinese Admiral.—My acquaintance with opium began early. What is there for a Chinese Admiral to do but eat, drink, daily, gamble, and—smoke? I was one of a crew—this was before I got my feather—commanded to do what we could to keep opium from getting ashore. We obeyed. We smoked all we possibly could afford. Some overdid it. I was wiser. My dose was kept below a mace a day for years, and so I got the pleasures of the drug without the pains.

Lord Shaftesbury.—I smokes? What were they?

The Admiral.—It eased a cough I had, and effectively cured a persistent tendency to looseness. De Quincey.—Physical or moral?

The Admiral (with a grin).—Physical. Dr. Medhurst.—But there were surely other effects, pleasurable effects, besides these. I have heard...

The Admiral.—O yes, of course there were. I made a great deal of money out of opium. Lord Shaftesbury.—Money?

The Admiral.—Yes, money: dollars usually; sometimes Mexican, but more often Carolus.

Lord Shaftesbury.—Dear me! Did you see much of the dreadful drug taken on shore?

The Admiral.—I never saw, any of it, not a chee. That's how I made my money. I looked the other way!

H.E. Lin.—Gentlemen, as I understand it what it is we want to know is the personal rather-than-the-pocket effect of opium. Perhaps Mr. de Quincey—

De Quincey.—With pleasure. How I came to take opium is well known. I suffered martyrdom for weeks from combined facial rheumatism and toothache. It was on a wet and cheerless Sunday afternoon in London that I had my first dose. I was suffering agonies. I saw a druggist's shop. An hour after, O heavens, what a resuscitation! What a resurrection from its lowest depths of the inner spirit! What an abyss of divine enjoyment thus suddenly revealed! Happiness bought for a penny, and carried in the vest pocket: peace of mind that could be sent by mail!

Lord Shaftesbury.—How terrible!

De Quincey.—You are right, and I see exactly what you mean. The deception you have suffered is, indeed, terrible. What you have been told is one thing; what I know is another.

The Admiral.—Can any of you tell us whether anybody else in England used opium besides the last speaker?

Coleridge—I did; and more. Wilberforce, Dean of Carlisle, Dean Milner, the first Lord Erskine and numerous others whom I knew habitually used it. I took to it; as De Quincey did, to relieve pain. My experiences at first were similar to his own. Besides being so excellent an anaesthetic it allayed all nervous irritation, it stimulated the capacity for exertion, and at times enabled long continued exertion to be borne without ill effects.

H.E. Lin.—In your Chinese experience, Dr. Medhurst, can you bear out these statements?

Dr. Medhurst.—Every one. All the pleasurable effects I have stated I have heard again from Chinese smokers. But, of course, there is a sequel.

H.E. Lin.—Of course, of course: we know that. But for the moment we are only searching for explanations of the marvellous popularity to which opium so speedily attained. How long did you continue your practice, Mr. De Quincey?

De Quincey.—For many years, at first at intervals; later, daily. At one time my diurnal doses rose to eight, ten, and even twelve thousand drops in the form of laudanum, of course. It was not at once that I attained to the formula, "A glass of laudanum negus warm, and without sugar, please." After that I came down to 300 drops a day. After years of use I still could write thus: "Thou only givest these gifts to man; and thou hast the keys of Paradise, O just, subtle, and mighty opium."

H.E. Lin.—Probably some of the Opaque of the Terra Obscura may be a little surprised at this, ab, my lord?

Lord Shaftesbury.—I think so. If there were nothing behind, I should be inclined to think that my pet League is still engaged in what I should then describe as an Impropaganda. But, the sequel, the sequel.

H.E. Lin.—We shall come to that in due time. At our next meeting I shall bring up the Canton episode. Meanwhile, we cannot dispense from ourselves the fact that besides social defects driving men to opiate of all sorts, there are personal cravings and temptations strong beyond measure. I don't think, my lord, either you or I had sufficiently realized this before.

The meeting then adjourned.—W.C.D.

(Continued on page 4.)

THE OLD BUDDHA.

SECRET OF TZU HSIEH POWER OVER CHINA
WIELDING AN INEXPLICABLE INFLUENCE.

Our Shanghai correspondent gives to-day an account of the remarkable career of the late Dowager Empress of China, which, says the *Times* of December 29, will furnish an interesting subject of speculation to such as love psychological problems.

Tzu-Hsi, so far as Westerners can discern, did an enormous amount of mischief by her public acts, and was guilty of the grossest cruelty to individuals. She appears, even when we try to be impartial, to have been a compound of shrewdness and superstition, of facile good nature and of tigerish ferocity, of total ignorance of all that goes to the good government of a State, and of capacity to play upon the passions and weaknesses of those around her, with such effect that through a long period she retained almost absolute power over the destinies of China. She seems, from the record of her career, to have been ambitious, hypocritical, disloyal, sensual and utterly unscrupulous.

MORAL STANDARDS.

Yet we read that throughout North China she always enjoyed extraordinary popularity and was familiarly spoken of as the "Old Buddha"—a term which, so far as a Western may judge, implies a mixture of veneration and affection. It was no doubt otherwise in South China, where ribald songs at her expense appear to have replaced the affectionate nickname.

FURTHER NOTES.

Lord Shaftesbury.—The *Times* of December 29, 1908, gave a full account of the trials of the Boxers, and of the subsequent punishment of the Chinese rebels.

COLONIAL AFFAIRS.

Mr. William Edgar Geil, the well-known traveller and author who gave a series of addresses in the Town Hall, five or six years ago, has just returned from a journey along the entire length of the Great Wall of China, having spent the past eight months in preparing material for his forthcoming book on this subject.

COLONIAL AFFAIRS.

We (*Shanghai Times*) were favoured with a conversation with Mr. Geil, in the course of which he referred to the trip he has just concluded.

COLONIAL AFFAIRS.

I left San Francisco on April 1, he said, after having spent considerable time in making historical research in the United States on the subject of the Great Wall of China, the greatest thing of its kind in the world. From Shantung I followed the wall for its entire length to Haikuakao and made a careful study of it. It is a wonderful piece of work. I have been deep in the heart of Africa and have seen the real pyramids, but I have never seen anything of this kind which will compare with the Great Wall. Even as a boundary line it is unequalled.

COLONIAL AFFAIRS.

It is the longest and most distinct line

on the surface of the earth; no nation has an artificial geographical boundary of that extent.

I found hundreds of miles on one section of it.

I travelled through the most wonderful scenery, scenery which is unequalled elsewhere.

COLONIAL AFFAIRS.

COURTESY OF CHINESE.

COLONIAL AFFAIRS.

At the point where the wall from Ka'an in the north, joins with the branch from the south, forming which I call the great "Y," which is 300 miles from the sea, the scenery is superb. The country round about is mountainous and for a whole day I travelled through canons of majestic grandeur. In my opinion the day is not far distant when the glories of the scenery of China will be extolled, and travellers, instead of keeping to the beaten paths, will journey into the interior of China.

COLONIAL AFFAIRS.

"The difficulties of travel in the Empire have been greatly exaggerated," continued Mr. Geil. "This is my second trip into the heart of China, and I have received nothing but the greatest courtesy on all sides. On my first visit I was accompanied by a Mandarin and soldiers, but on this last trip I had no protection of that kind and I did not have the slightest difficulty. If I wished to gain information and had any difficulty, I went to the officials of the district and the information was at once supplied. I had such a delightful experience on my first trip that I looked forward with keen anticipation to a second journey. On the first occasion I went into the heart of the Yangtze Valley, the "Two Brothers" as they are sometimes termed. The trip proved exceptionally interesting and I found much to admire. I discovered some valuable tablets and obtained lots of information regarding the wall itself, as well as a great amount of folklore. In my investigations, I discovered that there were a couple of hundred miles of the Great Wall that do not appear in the present maps and this will have to be added to future maps."

COLONIAL AFFAIRS.

Length of the Wall.

Roughly estimated I think the Great Wall will be found to extend for 25,000 miles in length, but this, mind, is only an estimate which will have to be verified when I go into the mass of material I have collected. Of course, all the wall is not in a state of preservation. In many parts it is broken down and the bricks and stone veneering has disappeared but, the core remains, and this core is some fifteen feet in width at the top, while the towers are 25 to 30 feet in height. In other places I found the wall entirely submerged by sand, and some day I suppose it will be the interesting work of an enthusiast to dig the wall out of the sand. I have been in places where the wall is 10,000 feet above sea level. In others, it is almost perpendicular and I had to be hauled upon ropes. Such a wall, manned with efficient soldiers and present day artillery, would be impregnable to an outside attack. I was very much surprised to see a large steel bridge at Lanchow, in the province of Kansu, which adjoins Tibet, and a tram line as well. Lanchow also has its electric lights. There is a young American engineer out there, Mr. Robert Collier, who is in charge of the work. Even at that distance the opium restrictions are having a good work, for the area under poppy cultivation is decreasing. On my way back, I took train from Honan to where the Honan-Kaifeng line meets the Hankow line, and I must admit that I was really struck by the excellence of the road bed. The work seems to be excellently done on that line.

COLONIAL AFFAIRS.

POWER OF CHARM.

But the wholly inexplicable outcome of the mysterious combination in charm, which we all recognise by its effects though we know nothing of its nature. It is a dangerous possession, first because it does not necessarily connote either moral stability or intellectual force.

Those possessing it in an eminent degree have usually been disturbers of the peace of the world and dissolvents of society. With all respect to Marlowe, it was not the face of Helen that launched a thousand ships. And burned the topless towers of Ilium.

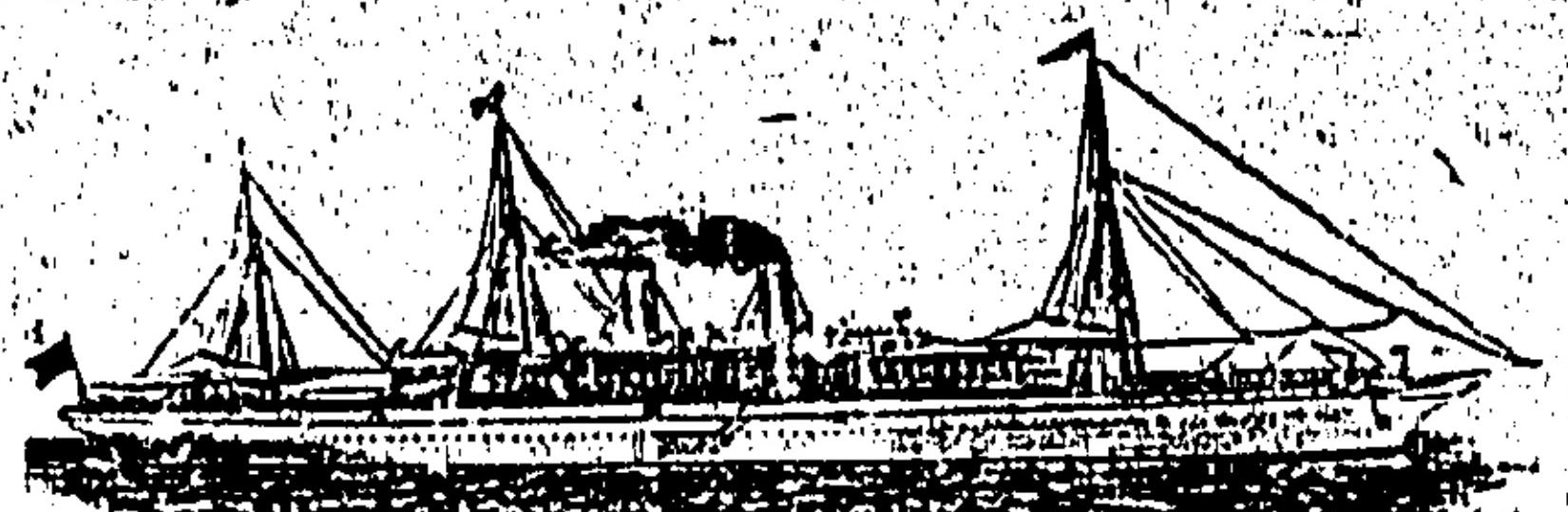
It was something that makes a more poignant, more lasting, and more universal appeal than the most unimpeachable beauty of face and figure. It was not Cleopatra's beauty that enslaved Antony and made her the dominant factor in an Imperial contest. It was her charm. It was not by her beauty or her brains that Mary Stuart, as long as she lived, made Elizabeth sit uneasy on her throne. She did that by her charm, which three centuries after her death still proclaims for her passionate partisans. Tzu-Hsi was in that order of succession.

COLONIAL AFFAIRS.

She wielded the inexplicable influence that outlasts beauty, of face and grace of form, and defies the ravages of sixty years of tempestuous life. Charm was the secret of Tzu-Hsi's power over all around her, and their vague sense of that imperishable quality was what the Chinese popularly expressed in the terms the "Old Buddha."

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of under 12 Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.

12 Days YOKOHAMA TO VANCOUVER. 21 Days HONGKONG TO VANCOUVER

PROPOSED SAILINGS. (Subject to Alteration.)

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPERESS OF CHINA"	6,000	SATURDAY, Feb. 13th	March 5th
"MONTEAGLE"	6,163	TUESDAY, Mar. 2nd	Mar. 26th
"EMPERESS OF INDIA"	6,000	SATURDAY, Mar. 13th	April 2nd
"EMPERESS OF JAPAN"	6,000	SATURDAY, April 10th	April 30th
"EMPERESS OF CHINA"	6,000	SATURDAY, May 1st	May 2nd
"MONTEAGLE"	6,163	TUESDAY, May 11th	June 4th

"EMPERESS" steamships will leave Hongkong at 7 A.M.

S.S. "MONTEAGLE" at 11 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA of JAPAN), KOBEN, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at QUEBEC, with the Company's New Palatial "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy route to Europe.

Hongkong to London, 18 Days via Canadian Atlantic Ports or New York £11.10.

Hongkong to London, Intermediate or Steamer, and 1st Class on Railways. £40. " " £42.

First-class rates to London include cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line.

R.M.S. "MONTEAGLE" carries "Intermediate" Passengers only, at Intermediate rates, according superior accommodation for that class.

Passenger Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Rates, Hand Books, Rates of Freight and Passage, apply to D. W. GRADDICK, General Traffic Agent for China, &c., Corner Pader Street and Praya, Opposite Black's Pier.

INDO-CHINA STEAM NAVIGATION CO., LTD.

PROPOSED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

For	Steamship	On
WOSANG	FRIDAY, 12th Feb., Noon.
YUENSANG	FRIDAY, 12th Feb., 4 P.M.
KWONGSANG	FRIDAY, 12th Feb., 4 P.M.
LOONGSANG	MONDAY, 15th Feb., Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	KUTSANG	TUESDAY, 2nd Mar., Noon.

RETURN TOURS TO JAPAN,
OCCUPYING 24 DAYS.
The steamers *Kutsang*, *Namsang* and *Fokkang* leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moli to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking cargo on Bills of Lading to Yangtze Ports, Chaofo, Tientsin & Newchwang.

For Freight or Passage, apply to

JARDINE MATHESON & CO., LTD.,
General Managers.

Telephone No. 61, Hongkong, 11th February, 1909.

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CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATION.

FOR STEAMERS. TO SAIL.

HOIHOW, PAKHOI & HAIPHONG	.....	SINGAN	12th Feb., 10 A.M.
CEBU & ILIOLO	.....	SUNGKHYANG	12th " 4 P.M.
HAIPHONG	.....	CHIHLI	14th " 10 A.M.
MANILA	.....	TAMING	16th " 3 P.M.
MANILA	.....	TEAM	17th " "
MANILA, ZAMBOANGA and USUAL	.....	TAIWAN	18th " 4 P.M.
AUSTRALIAN PORTS	.....	TAIWAN	18th " "
MANILA, ZAMBOANGA and USUAL	.....	CHANGSHA	8th April,
AUSTRALIAN PORTS	.....	CHANGSHA	" "

MANILA and TIENSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passengers accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Reduced Saloon Fares, Single and Return, to Manila and Australia.

For Freight or Passage, apply to

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AGENTS.

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HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship. Tons. Captain. For. Sailing Dates.

ZAYIRO	8540	R. Rodger	MANILA	SATURDAY, 13th Feb., at Noon.
RUBI	8540	R. W. Almond	MANILA	SATURDAY, 20th Feb., at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO.
GENERAL MANAGERS.

Telephone No. 46, Hongkong, 11th February, 1909.

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Shipping—Steamers.

THE AMERICAN AND ORIENTAL LINE

FOR BOSTON AND NEW YORK.
(With liberty to call at the Malabar Coast.)

THE Steamship

"HEADLEY," will be despatched for the above Ports on or about FRIDAY, the 13th February, 1909.

For Freight, apply to:

ARNHOLD, KARBERG & CO.

Agents.

Hongkong, 15th January, 1909. [93]

THE BANK LINE LIMITED.

Taking cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG

FOR

VICTORIA, B.C., SEATTLE & TACOMA,

VIA

MOJI, KOBE AND YOKOHAMA.

Steamer Tons. Captain. Sailing Date

Savaria	6,232	W. Shotton	1909
Gymrio	4,002	J. C. Hall	11th Mar.
Kumeric	6,232	F. S. Cowley	8th April

Inverie 4,789 R. J. Howie. 6th May

These steamers are specially fitted for the carriage of Asiatic Steerage passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL & CO., LIMITED.

General Agents.

Queen's Building, Hongkong, 9th February, 1909. [10]

FOR MARSELLIES, LONDON AND ANTWERP.

Taking cargo on through Bills of Lading to all Ports in the United Kingdom and the Continent.

THE Steamship

"MONTGOMERYSHIRE,"

will be despatched as above on or about the 23rd inst.

For Freight, etc., apply to

JARDINE, MATHESON & CO., LTD.

Agents.

Hongkong, 3rd February, 1909. [125]

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUZU CANAL;

(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK:

S.S. "SURUGA" About 23rd February.

For Freight and further information, apply to

DODWELL & CO., LIMITED.

Agents.

Hongkong, 10th February, 1909. [161]

DOODWELL & CO., LIMITED,

Agents.

Hongkong, 28th January, 1909. [126]

CHARGEURS REUNIS.

(FRENCH STEAMSHIP CO.)

REGULAR FREIGHT SERVICE TO

AMERICA.

(CANADA, UNITED STATES, MEXICO, CHILI, RIVER PLATE, BRAZIL).

Connecting at Vancouver with the

CANADIAN PACIFIC RAILWAY.

OVERLAND cargo taken for

ALL CANADIAN AND UNITED STATES

POINTS.

THE Steamship

"AMIRAL DUPERRE,"

Captain Martin, will be despatched on or about the 27th inst., for SHANGHAI, JAPAN and SAN FRANCISCO &c., as above.

S.S. "AMIRAL HAMELIN," Captain Debonnaire, will leave this port on or about the 20th March.

For further particulars apply to the Agent—

MESSAGERIES MARITIMES.

Hongkong, 2nd February, 1909. [18]

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" Capt. H. W. Walker.

"KWONG SAU" Capt. E. S. Crowe.

Leave Hongkong for Canton at 9 every evening, (Sunday excepted).

